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Castoria is a substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Harmless and Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Bears the Signature of



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In Use For Over 30 Years.

L. W. COOK. - ALTOONA, PA.

Special Prices

Are Still Prevailing in Our

New Big Store.

It is not our policy to carry goods over from season to season, and as each season wanes we put such prices on goods that are in excess that they are soon cleaned up and room made for new stock.

Winter will soon be over and all winter stock must be got with it. Therefore

Heavy Reductions

Have been put on it and great bargains may be had in every Department. This includes

Wool Underwear, Hosiery, Jackets, Blankets, Flannels, Quilts,

and many other things common to the season or that are in the way of new goods soon to arrive.

We have bought heavily for the Spring and must have plenty of room and take the best and quickest way of doing it namely:

By Putting Down the Prices.

All we ask is for you to come and see us if possible as we are sure we can convince you that our Prices are always lower on all sorts of things than you can find elsewhere while being able to please yourself in the great variety always on hand.

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Recommended by Leading Dressmakers.
They Always Please.

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No Medicines. No Inoculation. No Coddling—Simply Pure Air Day and Night. Enormous Meals. Carefully Regulated Exercise and Rest.

There is an interesting article in The Nineteenth Century in which Mr. J. A. Gibson tells how he was cured of consumption. Mr. Gibson found himself at the age of 28, suffering from acute phthisis. His case was pronounced to be desperate by the doctors. He weighed only 9 stone 7 pounds and the disease had such a hold upon him that he never expected to recover. However, he went off into the country, as the doctor advised, and after three months of complete rest and a diet of more than half a gallon of milk a day he had put on a few pounds' weight. Then a friend urged him to go to Nordrach in the Black Forest and place himself under Dr. Walther.

He came back in four months he came back to England in a state of barbaric health, weighing 12 1/2 stone and with a chest measurement to correspond. What was this magical treatment of Dr. Walther? Nourishment, rest and fresh air—no medicines, no inoculation, no coddling, but simply pure air day and night, enormous meals and carefully regulated exercise and rest.

It sounds an easy cure, and it began to take effect instantaneously in Mr. Gibson's case. The first thing was to gain in weight, and with this object in view Dr. Walther fairly crammed his patient. Mr. Gibson gained in weight. Everybody else gained in weight. There was a competition as to who should gain most, and people ate for dear life, with an eye on the scale.

"We used to say among ourselves," writes Mr. Gibson, "that we had to eat three times the ordinary amount of food—one portion to replace natural waste, a second portion to replace the extra waste from the disease and a third portion to put on weight so that the system might be strengthened and finally get the better of the disease." Everybody had to lie down for an hour before meals. To bed at 9 o'clock, and to rise at 8, dinner at 1, supper at 7—this was the day's routine, with a walk at a snail's pace.

From the moment of arrival until leaving Nordrach the patient never breathes one breath of air but the purest air, as Nordrach is in the Black Forest, at an elevation of 1,500 feet, surrounded by trees, and a long way from a town or even a village. The casement windows of the sanitarium are kept wide open day and night, summer and winter, and in some instances the windows are taken completely out of the frames.

Thus it is practically an outdoor life the patient lives continuously. There is therefore no danger of chills on going out in any kind of weather or at any hour, as the temperature within and without is equal. So pleasant does this living in the open become and so hardy is the patient made and so invigorated that on his return to this country it is the greatest misery for him to have to remain in a room with closed windows.

Being at such a considerable height—1,500 feet, with a rise in the longer walks of another 1,500 feet—the patient, to get the same amount of oxygen into the system, must breathe relatively more of the rarified air and thus expand the lungs. In this way the lungs are completely flooded with pure air. All the odd corners and crannies, which he has hardly used for years, are ventilated, which the easy walking up hill is eminently calculated to effect, while at the same time the almost absolute rest the patient enjoys allows the lungs to be practically undisturbed, and so permits the healing process to proceed. The climate is much the same as in England. There is quite as high a rainfall, and in winter it is much colder. But it has been demonstrated beyond a doubt that climate has absolutely nothing to do with the cure.

There the patients, who go regularly day after day in all kinds of weather, sometimes wait for hours at a time in the rain without ever thinking of changing their wet clothes afterward. This course Mr. Gibson still adopts and finds that such a waiting—sometimes twice in one day—never does him any harm whatever.

He asked Dr. Walther if he thought his system could be carried on with hope of success in this country. He said that it could be worked here quite as well as at Nordrach, or as in the balmy climate of the Riviera, where pure air was to be had where pure air was to be had, situated well away from a town, at a fair elevation, and the man to see that the system was properly carried out. Mr. Gibson is now convinced that this is perfectly true.

A NATURAL SOLDIER.

Lieutenant Colonel Forrest, to Whom War Means Killing.

Soldier by nature, from earliest boyhood at home on horseback, with firm, erect and easy seat, rode at the head of the column an ideal of the best sabreur. From beneath the wide and slightly upturned brim of the soft felt hat, which bore no tawdry plumes, the large, deep-set blue eyes were peering with more than usual alertness. The look of kindness which came in moments of repose to a gentler mood was going and something hard and almost savage had replaced it. The broad, high forehead, the shaggy brows, prominent cheek bones and bold assertive nose told not only the story of his Gaelic origin, but the billow tenacity of the man.

A thick mane of curly hair hung stiffly and stubbornly that they were scarcely swayed by the strong, cold wind which swept the snowflakes in miniature clouds from the tree tops and sent them scurrying to the ground. The dark mustache and heavy short chin beard were gray with frozen moisture of the expired air. The massive, firm set jaw told of the strength of will which mastered all. The compressed lip and deep flush of the face bespoke the bloody business of the hour. Six feet and two inches in stature, broad shouldered and of athletic frame, well might one say there was in him the strength of a man.

A combination and a form indeed! Where every god did seem to set his seal to give the world assurance of a man. A plain caped overcoat of coarse heavy homestead gray, checked buttons, to the throat, reached amply beyond the knees. About the waist, and buckled on the outside for quick and ready use, there was a broad black belt in which two "navy sizes" showed and from which hung that famous saber, heavy and long and, against all military rules, ground to a razor edge, and extending from the right side of the cavalier. No regulation sabre or school drilled swordsman, but in all our war there was none other that did such bloody work. To his crude and earnest mind "war means fighting and fighting means killing. He could cut or thrust deeper with a sharp than with a dull sword, and if in the melee he should happen to hit one of his own, it was all intended for the good of the cause."—Lieutenant Colonel Forrest at Fort Donelson, by John A. Wyoth, M. D., in Harper's Magazine.

THE "GREEN RAY."

To Be Seen Frequently at the Delta of the Nile.

The "green ray," an optical phenomenon which has been the foundation of a story by Jules Verne, is a flash of greenish light seen as the limb of the sun rises or sets under certain conditions of the atmosphere. The sea horizon is good for observing it, but the effect is occasionally seen in the Alps or other mountains, and according to Plot Bey in a paper to the Academie des Sciences, Paris, it is often to be discerned in Egypt from the point of the delta to Alexandria or Suez, either at rise or set of sun.

The ray is distinctly visible, and always of an emerald green, which is brighter as a rule at sunrise than sunset. At sunset, when the eye can follow the effect better, the ray sometimes appears longer and ultimately takes a bluish tinge. This blue ray has also been observed preceding the "green ray" at sunrise, for example by Mr. William Gayler near the ruins of Memphis, not far from the stepped pyramid of Sagarah. He even thinks the ancient Egyptians were familiar with it, because in monuments of the fifth dynasty and others the sign of "Kha," representing the rising sun, has the outer streak of a blue color and the inner streaks are green. Their writings also speak of the greenness of the sun on rising, and they liken it to an emerald.

It is evident from all this that the "green ray" is an objective, not a subjective, phenomenon, and that the horizon of the sea has nothing to do with it. Nevertheless the state of the atmosphere evidently has to do with it, and that of Egypt, ordinarily pure, seems to have much for the ray is seldom seen elsewhere on land.

Gunners' Patron Saint.

Why was St. Barbara chosen to be the patron saintess of all gunners? It is one of those things which are to be known and which one ought to know, but does not. Meanwhile there is the fact that she does intercede for all gunners by land or sea. In the old French navy the Ste. Barbe was the gunswoman, and the name may be found with that meaning attached to it in all dictionaries. Moreover, in France she is the saint not only of gunners, but of all fire brigades. The sapient pompiers, who, for some mysterious reason, are a regular chopping block for jokes, hold their holidays on the day of her feast—Pittsburg Dispatch.

Horticulture Versus Theology.

Small Johnny had on his best clothes, and his mamma told him not to play in the dirt with them on.

"Don't they have any dirt in heaven to play in?" he asked.

"No, of course not," replied his mother.

"Then what do little boys do up there?" queried Johnny.

"Oh, they play harps and sing and sit under beautiful trees," was the reply.

"Well," said the little fellow, "I don't see how they can have trees if there ain't no dirt."—Houston Post.

Woman's Wisdom.

"Select the blue cloth, dear, and that will make you two new dresses. In the evening it will appear green."—Philadelphia Press.

One Crop.

"What is raised mostly in damp climates?" asked the teacher.

"Umbrellas," replied Johnny.—London Fun.

BUSINESS DIRECTORY.

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CALL on us and be convinced that we can save you money.

Beech Creek Railroad.

N. Y. C. & H. R. R. Co. Lessee.
Condensed Time Table.

Read up	Nov. 20, 1888	Read down
Exp. Mail	No. 20	Exp. Mail
Nov. 20	No. 20	No. 20
8:00 p.m.	Patton	10:00 a.m.
8:30 p.m.	Wetmore	10:30 a.m.
9:00 p.m.	Mahaffey	11:00 a.m.
9:30 p.m.	Kerrisport	11:30 a.m.
10:00 p.m.	Gazman	12:00 p.m.
10:30 p.m.	Kerrisport	12:30 p.m.
11:00 p.m.	New Milport	1:00 p.m.
11:30 p.m.	Patton	1:30 p.m.
12:00 p.m.	Clearfield	2:00 p.m.
12:30 p.m.	Woodland	2:30 p.m.
1:00 p.m.	Bigler	3:00 p.m.
1:30 p.m.	Walworth	3:30 p.m.
2:00 p.m.	Morrisdale Mines	4:00 p.m.
2:30 p.m.	Munson	4:30 p.m.
3:00 p.m.	Phillipsburg	5:00 p.m.
3:30 p.m.	Minison	5:30 p.m.
4:00 p.m.	Winburne	6:00 p.m.
4:30 p.m.	Point	6:30 p.m.
5:00 p.m.	Clinton	7:00 p.m.
5:30 p.m.	Snow Shoe	7:30 p.m.
6:00 p.m.	Beech Creek	8:00 p.m.
6:30 p.m.	Mill Hill	8:30 p.m.
7:00 p.m.	Lock Haven	9:00 p.m.
7:30 p.m.	Youngsdale (Wayne)	9:30 p.m.
8:00 p.m.	Joseph Stone Junction	10:00 p.m.
8:30 p.m.	Jersey Shore	10:30 p.m.
9:00 p.m.	Williamsport	11:00 p.m.
9:30 p.m.	Phila'd Reading RR	11:30 p.m.
10:00 p.m.	Williamsport	12:00 p.m.
10:30 p.m.	Philadelphia	12:30 p.m.
11:00 p.m.	N.Y. via Tamarrus	1:00 p.m.
11:30 p.m.	N.Y. via Phila.	1:30 p.m.
12:00 p.m.	Weekdays	6:00 p.m. Sundays

Philadelphia on 12:30 p.m. train from Williamsport will change cars at Huntington St. Phila. Connections—At Williamsport with Philadelphia and Reading railroad; at Jersey Shore with the Fall Brook Ry.; at Mill Hill with Central Railroad of Pennsylvania; at Phillipsburg with Pennsylvania railroad and Allentown & Phillipsburg Connecting railroad; at Clearfield with the Buffalo, Rochester and Pittsburgh railway; at Mahaffey and Patton with Cambria and Clearfield division of the Pennsylvania railroad; at Mahaffey with the Pennsylvania and Northwestern railway.

A. G. Palmer, F. E. Herriman, Superintendent, Gen. Pass. Agent, Philadelphia, Pa.

Pennsylvania Railroad Time Table

Nov. 20, 1888.

Main Line	Leave	Arrive
Sea Shore Express, week days	6:30 a.m.	8:30 a.m.
Altoona Accommodation, week days	7:25 a.m.	9:25 a.m.
Main Line Express, daily	8:00 a.m.	10:00 a.m.
Altoona Accommodation, daily	1:00 p.m.	3:00 p.m.
Mail Express, daily	1:30 p.m.	3:30 p.m.
Philadelphia Express, daily	4:15 p.m.	6:15 p.m.
Leave Camden—Westward		
Johnstown Accom., week days	8:15 a.m.	10:15 a.m.
Pacific Express, daily	8:30 a.m.	10:30 a.m.
Way Passenger, daily	11:00 a.m.	1:00 p.m.
Pittsburg Express	1:45 p.m.	3:45 p.m.
Mail	4:00 p.m.	6:00 p.m.
Fastline, daily	4:25 p.m.	6:25 p.m.
Johnstown Accom., week days	6:30 p.m.	8:30 p.m.

Morning train for Patton and Clearfield leaves Clearfield 6:45, Mahaffey 6:55 a.m., La Jure 7:05, Wetmore 7:15, Hastings 7:25, Garyway for Clearfield 7:35, Patton 7:45, Bradley Junction 7:55, Kaylor 8:05 a.m. Afternoon train for Clearfield and Clearfield leaves Clearfield 12:45, Mahaffey 12:55, La Jure 1:05, Wetmore 1:15, Hastings 1:25, Garyway for Clearfield 1:35, Patton 1:45, Bradley Junction 1:55, Kaylor 2:05, arriving at Clearfield at 2:15.

Morning train leaves Clearfield for Mahaffey at 6:30, Clearfield 6:40, Kaylor 6:50, Bradley Junction 7:00, Hastings 7:10, Garyway for Clearfield 7:20, Patton 7:30, Bradley Junction 7:40, Kaylor 7:50, arriving at Clearfield at 8:00.

Morning train leaves Clearfield for Mahaffey at 6:30, Clearfield 6:40, Kaylor 6:50, Bradley Junction 7:00, Hastings 7:10, Garyway for Clearfield 7:20, Patton 7:30, Bradley Junction 7:40, Kaylor 7:50, arriving at Clearfield at 8:00.

Pittsburg & Eastern Time Table

TO TAKE EFFECT NOV. 21, 1888.

Westward	Leave	Arrive
Union Station, Mahaffey	7:30 a.m.	9:30 a.m.
Beech Creek Junction	8:00 a.m.	10:00 a.m.
Mahaffey	8:30 a.m.	10:30 a.m.
Labastur	9:00 a.m.	11:00 a.m.
McGees	9:30 a.m.	11:30 a.m.
Wetmore	10:00 a.m.	12:00 p.m.
Works	10:30 a.m.	12:30 p.m.
Sturdevant	11:00 a.m.	1:00 p.m.
Rick Lake	11:30 a.m.	1:30 p.m.
Burnside	12:00 p.m.	2:00 p.m.
Passmore	12:30 p.m.	2:30 p.m.
Clearfield	1:00 p.m.	3:00 p.m.
Horton Run	1:30 p.m.	3:30 p.m.
Patton	2:00 p.m.	4:00 p.m.

Eastward	Leave	Arrive
Patton	6:30 a.m.	8:30 a.m.
Horton Run	7:00 a.m.	9:00 a.m.
Clearfield	7:30 a.m.	9:30 a.m.
Passmore	8:00 a.m.	10:00 a.m.
Burnside	8:30 a.m.	10:30 a.m.
Rick Lake	9:00 a.m.	11:00 a.m.
Wetmore	9:30 a.m.	11:30 a.m.
Works	10:00 a.m.	12:00 p.m.
Sturdevant	10:30 a.m.	12:30 p.m.
McGees	11:00 a.m.	1:00 p.m.
Labastur	11:30 a.m.	1:30 p.m.
Mahaffey	12:00 p.m.	2:00 p.m.
Beech Creek Junction	12:30 p.m.	2:30 p.m.
Union Station (Mahaffey)	1:00 p.m.	3:00 p.m.

Connections—At Union Station, Mahaffey, with Beech Creek railroad, S. & C. Division Pennsylvania railroad, and P. & N. W. railroad; at Winkler Run with Clearfield & Newburg railroad; at McGees with P. & N. W. railroad.

Note—Until further notice trains will run only between Union Station (Mahaffey) and Clearfield, Pa. All trains daily except Sundays.

On and after Jan. 1, 1889, trains will leave Beech Creek Depot, Clearfield, daily except Sundays, as follows:

8:45 a.m. Remondville Accommodation, for Curwensville, DuBois, Falls Creek and Reynoldsville. Connecting at DuBois for Higgsway, Johnstown, Bradford and Rochester.

11:20 a.m. Buffalo Express, for Curwensville, DuBois and Falls Creek. Connecting at DuBois, for Higgsway, Johnstown, Bradford and Buffalo.

8:07 p.m. DuBois and Punxsutawney Express, for DuBois, Falls Creek and Punxsutawney.

For tickets, time tables and full information, call on or address:
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